

**SECRET**

# INFORMATION REPORT

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- (A) a listing of the equipment and materials in the enterprises and organizations of the Merchant Fleet, not only those in use, but those not in use as well, which could be placed in the category of a stockpile. [redacted] included in the stockpile were:
- (1) Self-propelled steel ships - towing and transport
  - (2) Shuttle cutters (ras'ezdnyye katera)
  - (3) Trucks and passenger cars
  - (4) Road transport (horses and wagons)
  - (5) Internal combustion engines of all types
  - (6) Renewal and spare parts and parts for machinery and mechanisms
  - (7) Manufactured goods for the sewing of objects of uniform equipment
  - (8) Arms and military supplies
  - (9) Navigation, navigator's, and shipboard equipment and supplies
  - (10) Life-saving objects and means
  - (11) Nonferrous and precious metals and cutting gems.
- (B) The leaders of the organizations and enterprises of the Merchant Fleet to make an accounting of the presence, technical condition, length of time in operation, and also to strike a balance of the cost of the materials and equipments coming under the heading of stockpiled items. Lists of this accounting were sent to the main administrations of the Ministry according to the subordination of the unit making the accounting.
- (C) That equipment and material, which as a result of the examination of the lists of accounts will be included in the stockpile, be maintained in good working order so that, at any given moment, they will be fit for active service.

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- (D) That equipment in the stockpile category which is in use be kept constantly in good technical working condition, and the materials in the stockpile category which are used be replaced.
- (E) That equipment and material not in service be maintained in a state of constant readiness for service and, in the event of natural wear, be rehabilitated. Special precautionary measures for the storing of these items were to be taken.
- (F) That control over the fulfillment of the present order rest with the individual Chiefs of the War Mobilization Divisions of the organizations and enterprises of the Maritime Fleet.

2. Such, in general, were the contents of the order of the Ministry of the Maritime Fleet concerning stockpiling.

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the business at hand boils down to this. Up to World War II a system of accumulating stockpiles was in existence in the USSR. The system amounted to this: In the various enterprises and organizations, special inviolable stocks of equipment and materials in the sense of a stockpile were prepared and these materials and equipment were specially safeguarded. As the experience of the war proved, this system proved to be irresponsible and was of but little effectiveness. This was so primarily because there was always a deficiency in many types of equipment and materials in the country. With the relegation of these materials and equipment to the category of stockpiles, many of the enterprises were not able to cope with the fulfillment of the tasks established for them because of the lack of material and equipment which, at the same time, were laying idle in the warehouses. Secondly, with the volume of shortages of materials and equipment in the country, and with the unsatisfactorily organized production in the majority of the branches of the economy, the equipment and materials which were held back were worthless, and were not used at all. When the USSR entered World War II, much of the material and equipment, because of their improper technical condition were unfit for meeting the requirements not only of war, but even of the needs of civilian industry. Much of the listed stockpiled material, although in proper technical condition, could not be used for war purposes. As a result of this situation the government neglected all the stockpile materials and simply took the course of appropriating from the enterprises such equipment and material as were required for military needs. Actually I remember how, in the first months of the war, representatives of the military authorities, invested with special powers, went into an enterprise and simply asked for and selected trucks, compressors, engines, materials, etc, not paying any attention to whether or not these materials were in the stockpiles, or whether they were in operation or in a state of preservation. Protests on the part of the management of the enterprise usually met with little success.

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5. After World War II [redacted] within the system of the Maritime Fleet (and visibly in other organizations as well) invaluable materials and equipment were not stockpiled, with the exception of purely military stores; and today the idea of stockpiled materials are equipment and materials which, in the event of war, can be quickly expropriated, and also those materials and equipment which could be converted into military units.

In particular, the ship repair yard (savad) named 10th Anniversary of the October Revolution, the ship repair yard (savad) named Karl Marx, and the Steamship Companies Kaptankor and Kaspilot. Nowhere was the question of creating invaluable stores of equipment and materials in the sense of stockpiled materials raised. In addition, it is necessary to take into account the circumstance which the creation of an invaluable store inevitably brought about as a result of the formation in each organization or enterprise of above-normal supplies of materials and equipment at the same time that the government, by every means, pushed to the maximum the changes in production processes in these organizations or enterprises. [redacted] the supply department of the Kaptankor Steamship Company dealing with the realization of stocks of materials and the reports concerning the movement of materials and in their encounter, even in disguised form, information concerning the formation of any type of invaluable stores of materials and equipment. The government of the USSR obviously took another means of forming stockpiles. Thus too, it is very important to bear in mind the following circumstance: Almost simultaneously with the order concerning the mobilization of

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reserves which I have mentioned, or somewhat later, the Reydtanker Steamship Company was handed a Top Secret circular order from the Ministry of the Merchant Fleet concerning the development of a proposal for the conversion of the enterprises of the steamship company, in the event of war, to work in the form of military enterprises. This order was received by other organizations of the Merchant Fleet as well, since it was circulated and addressed not personally to each individual manager but to all enterprises and organizations.

organization of labor and work-norms, and with the acquisition of manpower in the event that ship repair yards had to fulfill civilian orders concurrently with military orders. At the same time that the volume of work of the enterprises was to be considerably increased, the number of production workers was reduced because of mobilization into the army.

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6. We shall pass on now to a review of the question concerning the fulfillment, by the enterprises and organizations of the Merchant Fleet, of the decree concerning the creation of Stockpiles of Ships.

(A) The Reydtanker Steamship Company.

Up to 1951 not one ship was taken out of service as part of a stockpile and no such step was planned for the future. However, in the category of a stockpile a whole series of ships were included and, although these ships were included in the stockpile, they continued in operation. The idea here was that the ships considered to be in the stockpile could, in the event of war, be rapidly utilized wholly or partially without special additional refitting, in the form of a military or transport unit, or in the form of an auxiliary unit for serving the military organizations. In the stockpile there were included:

- (1) Six propeller-driven, tug motor ships, built in the 30's in the Sormovo yard for Transport Machine Building imeni Zhdanov. These vessels were of 900 horsepower each. Their hulls and superstructures, with the exception of the wheelhouse, were all steel. On the spar deck two foundations for the installation of antiaircraft machine guns or 37-MM cannons were installed. The technical condition of the ships was satisfactory. It is to be noted that all six of these units were destined, in the future, to be removed from the category of stockpile and to be replaced by ships which were being built. The name of these six tug motor ships were: Pamyat' Sovoykova, Dzhambul (the former Dzerzhinskiy), Profintern, Kuzmichev, Uritskiy, Tenth Godovshchina Otkryabrya.
- (2) Two single-screw towing motor ships of 500 horsepower each, built by the Riga Ship Repair and Shipbuilding Yard (Zavod) in 1946-1947. The hulls and superstructure of these ships (with the exception of the wheelhouse) were all steel. On the spar deck foundations for antiaircraft machine guns or 37 MM cannons were installed. The names of these ships were: Gvardeets, Partizan.
- (3) Five identical tug motorships, the engines of which were rated at 150-hp, and whose hulls and superstructures were all steel. They were built in the Riga Ship Repair-Shipbuilding Yard (zavod) in 1949-50. The names of these ships were: BURUN, RB-149, RB-150, RB-152, RB-153.
- (4) As I have already mentioned, six old tug motorships were to be taken out of the stockpile after the completion of construction, and new ships were to be put in service in the steamship company. Up to 1951, the Baku Ship Repair-Shipbuilding Yard (zavod) imeni Vano Sturua was under orders to build ships for a number of steamship companies, including towing motorships for the Reydtanker Steamship Company. The following vessels were for assignment to Reydtanker:
  - (a) Two twin-screw towing motorships, with 800-hp engines for each vessel. The names of these two ships were TADZHIK and KAZAKH.
  - (b) Two twin-screw towing motorships, with 1200-hp engines for each vessel.

The hulls and superstructures of these ships were steel. On deck foundations for 45-mm guns were to be installed, and foundations for antiaircraft installations on the spar deck. These ships were supposed to be completed in the period 1952-54. Captain of the Maritime Fleet, Third Rank, Savin, of Reydtanker, had permanent supervision over the construction of these motorships.

- (5) Included in the stockpile was the towing motorship BOGATYR, of 1100-hp. The hull is oval-shaped, with a forefoot of icebreaker form, fitted with a strong ice belt. The hull and superstructure, with the exception of the wheelhouse, are of steel. Amidships (in the area of the machinery casing) there was a crane with a capacity

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of from three to five tons, having a boom reach of almost six meters. The motorship was of German construction, and was obtained after World War II as part of reparations from Germany.

(B) Caspian Tanker Steamship Company (Kasptanker).

Up to 1951, no vessels of this company were designated as stockpiled. I surmise that four towing motorships of the TADZHIK-type and four of the No 23-type will be included in the stockpile after their completion by the Yard imeni Vano Sturua in Baku and after they have been put into service by Kasptanker. These vessels were to be assigned to the towing of lighters and to the performing of auxiliary operations in the Agencies of the Caspian Steamship Company in Baku, Krasnovodsk and Makhachkala.

(C) Caspian Sea Steamship Company (Kaspflot)

Included in the stockpile but not taken out of service eight towing motorships built in the Ship Repair-Shipbuilding Yard (zavod) imeni Vano Sturua in Baku in 1946-48. These were identical motorships with "Washington"-type engines of 500-hp. The hull and superstructure, with the exception of the wheelhouse, was all steel. Foundations for the installation of 45-mm guns were fitted on deck and on the spar deck there were foundations for antiaircraft installations. These motorships bore the designation of "motorships of series B" or the "Burnyiy" class. They were called the "B" series because all the names began with the letter "B" and the type designation "Burnyiy" was given to them because the first vessel of the class was so named. The names of these ships follow: BURNIY, BYISTRIY, BDITELNIY, BESSTRASHNIY, BESPOBCHADNIY, BOYKIY, BODRIY, BEDOVII.

Cargo-passenger motorships, two units, cargo-carrying capacity of approximately 3000 tons each, built by the Sormovo Yard (zavod) for Transport Machine-building imeni Zhdanov in 1933-35. The names of these twin-screw motorships follow: DAGESTAN, TURKMENISTAN.

Cargo-passenger motorship BAGIROV, cargo-carrying capacity of approximately 1500 tons, built by the Sormovo Yard for Transport Machine Building imeni Zhdanov in 1937. The motorship has twin screws and, like the previously mentioned two ships, although it was included in the stockpile, was not taken out of service.

7. I have no information concerning the number and types of ships included in the stockpile in other steamship companies.
8. In conclusion, it is to be noted that all new ships (post-World War II construction) have a limiting number of turns (sealed) for the main engines. This means that, under peace time conditions personnel operating the engines do not have the right to tamper with the governor of the turns of the main engine and to increase the turns and speed of the ship. With the limit removed, engine turns can be increased an average of 15-18%. Ships' engineers and captains are warned that for wilfull breaking of the seals they are held accountable. I think, to some sort of non-judicial arrangement (along the line of the MVD).
9. In addition, I found out that a whole group of ships, in particular those remaining of the number obtained from the US on Lend-Lease, were moth-balled (taken out of service). But this does not mean that all these ships which were moth-balled were included in the so-called stockpile. This can be explained first of all by the fact that the carrying capacity of the fleet is considerably higher than the established volume of haulage. Then too, the government evidently does not want to risk putting to sea the ships obtained from the US, fearing their confiscation for the non-payment of Lend-Lease debts. This last conjecture was made known to me by the Assistant Chief of the Main Administration for the Tanker Fleet (Glavneftflot), General Director of the Maritime Fleet 3rd Rank Lennikov.
10. The June 1950 Top Secret order of the Ministry of the Merchant Fleet also required the creation of a stockpile of certain heavy equipment, including shipboard equipment.

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the stockpile included some types of equipment, in the possession of the steamship company, which was not in use but was in storage. Included in the stockpile was the following equipment:

- (a) Two internal combustion engines of the Cooper-Bessmer-type. I don't know what their horsepower was, but from their external appearance I would guess them to be rather small, something on the order of 150-hp. These engines had never been used since their receipt in 1947. They were covered by a tarpaulin and stored in the transfer base of Baydtanker Steamship Company (Landing No 4) in the yard of the base.
- (b) One internal combustion engine of the Ingersoll-type which, according to my guess, was of about 150-hp. This engine had never been put into service since its receipt by the steamship company. It was covered by tarpaper and boards and stored in the main base of the Baydtanker Steamship Company (on the territory of Zayachiy Island) in the yard of the

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base. The main base of the company was located on the territory of the Ship Repair Yard ineni 10th Anniversary of the October Revolution.

- (c) Two I-12-type internal combustion engines of 12-hp each. The engines were in demand but had been moth-balled in approximately 1947 (8 ?). In 1951 one of the engines was to have been placed at the disposal of the Technical Section for the Volga-Caspian Canal of Reydtanker Steamship Company and sent to the village of Olve (approximately 90 kilometers from Astrakhan down the Volga). These engines were stored in the warehouse on the transfer base of Reydtanker Steamship Company (at Landing No 4).
- (d) Two portable electrical stations, type ZhES-50 (Stalinets), alternating current, three phase, 50-kw. One station was in operation in Ship Repair Shop No 55. The other station was not in operation and was on the main base of the steamship company (in the yard).
- (e) Six or eight three-phase electric motors of from 20 to 30-kw. They were not in use. I don't know whether they were new or not. They were stored in the warehouse on the transfer base of the Reydtanker Steamship Company (at Landing No 4).

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12. [redacted] there was no other equipment in the Reydtanker Steamship Company which was considered to be in the stockpile and I have no information as to equipment included in the stockpiles of other enterprises and organizations of the Merchant Fleet.
13. I have no exact information with regard to other types of shipboard equipment, stores and materials of Reydtanker Steamship Company which were included in the stockpiles. In connection with this subject I can say only the following:

- (a) Navigation-piloting stores and equipment are considered to be sharply deficient. Even the most necessary items were in constant short supply. The ships very quickly used up the insignificant amounts of navigation-piloting stores and equipment being received by the steamship company. At the main base of Reydtanker Steamship Company there were only two new marine compasses with binnacles and they, evidently, were the only ones included in the stockpile. There was not one gyro-compass in the steamship company.
- (b) The supply of communications equipment for ships of the company was also unsatisfactory. Radio receivers and transmitters were received in insignificant numbers by the steamship company and the ships quickly put them to use. There was not one piece of communications equipment in store in the warehouses of the steamship company.
- (c) Reserves of shipboard auxiliary machinery (winches, capstans, windlasses, steering equipment) did not exist in the warehouses of the steamship company. All these types of equipment were in use on the ships of the company.
- (d) In the Yard (savod) ineni 10th Anniversary of the October Revolution three old steam boilers were stored (marine). They had a working pressure of 15 atmospheres and a heating surface of approximately 150 square meters each. The boilers were operable. I did not hear whether or not they were included in the category of stockpiled material.
- (e) The supply of replacement and spare parts and units for the ships, not only in Reydtanker, but in other companies as well, was completely unsatisfactory. There was a continuous shortage of replacement and spare parts and units on the ships. The small amounts of equipment received were quickly used by the ships and there were no stores in the company's warehouses. Fixed suppliers of replacement and spare parts and units for the enterprises and organizations of the Caspian basin (and other basins also) are:
  - (1) The specialized plant ineni Gadshieva in Makhachkala, supplying replacement and spare parts and units for internal combustion engines (cylinder heads, pistons, liners (vtulki) crankshafts).
  - (2) The Ship Repair-Shipbuilding Yard ineni Vano Sturus in Baku, supplying propellers and shafts, and also some parts for internal combustion engines.
  - (3) The Ship Repair Yard ineni Zakfederatsii in Baku, supplying fuel apparatuses for internal combustion engines (atomisers, starting, intake and exhaust valves). Within the system of the Merchant Fleet this is the only plant manufacturing fuel apparatuses in large quantities. In 1950 the mastering of the manufacture of fuel apparatuses was begun in the Ship Repair Yard ineni Marti in Odessa and the Ship Repair Yard ineni Dzerzhinskovo in Tsypse.
  - (4) The Ship Repair Yard ineni Parisheskey Komami in Baku, delivers atomisers for steam boilers.

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- (f) The supply of other types of equipment and materials, such as ferrous metals, anchor chain, steel and hemp rope (towing and mooring), packing materials (asbestos-rubber, "paronit" and the like), all types of gaskets, wire, cable, alloy steel, is completely unsatisfactory. Incoming materials are quickly used and there is no remainder to be transferred to the warehouses.
- (g) In the warehouses of the Ruydtanker Steamship Line approximately 150 meters of US overcoat cloth, about 200 meters of trouser cloth, and about 300 meters of wool and cloth for single-breasted military jackets were stored. This yard goods was being used constantly for the sewing of uniforms and I did not hear whether a stockpile item was being made of this material.
1. I have no information on the formation of a stockpile of other types of equipment, stores and materials by other organizations of the Merchant Fleet.

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## LIBRARY SUBJECT &amp; AREA CODES

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174.21	N
736.534	N
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756.513	N
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